

Remarks

This amendment is in response to the Office Action of August 15, 2003, wherein the Examiner rejected claims 1-14 and 16-18 and allowed claims 19-34, claims 1-14 and 16-34 pending.

In the Office Action, the Examiner first rejected claims 1-2, 4, 7-8, 11-14, 16-18 under 35 USC §102(b) as being anticipated by *Naert*. The Examiner also rejected claims 3, 5, 6, 9 and 10 under 35 USC §103(a) as being unpatentable over *Naert* in view of *Taylor*.

Applicant has amended claim 1 to more precisely claim the improvement as pertaining to tractors, and the frame as being substantially composed of steel.

Naert discloses a composite floor for an automobile and a frame mounted to the floor and composed of magnesium. *Naert* teaches away from installing a steel frame on a plastic body:

"The ability to shape and join steel components implies that a vehicle body can be designed to provide the desired degree of stiffness and, importantly, progressive collapsibility in the vent of an accident. A major disadvantage with still (sic, steel) is, however, its weight." (col. 1, lines 17-21)

"Magnesium has been used for many years in the automobile industry, particularly for small components, though until recently its light-weight advantages were offset by the inability to overcome its susceptibility to corrosion." (col. 1, lines 50-53)

"In view of the above, the present inventor has identified a need for a stress-bearing assembly which can be used in vehicle body constructions which is lighter than conventional assemblies while at the same time still providing adequate stiffness, and which assembly may easily be adapted to different models of vehicles." (col. 1, lines 58-63)

In *Naert*, the closed loop structures 20 are attached in some unstated manner to the composite structure (col. 3, lines 38-40), and are made up of magnesium (col. 3, lines 61-62).

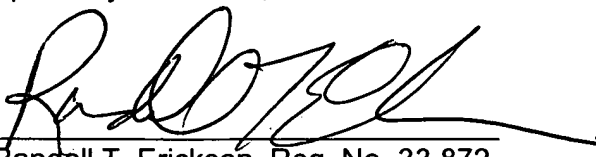
Neither *Naert* nor *Taylor* are addressed to tractors. *Naert* teaches the construction of a lightweight automobile using a composite floor and a magnesium frame. *Naert* teaches away from a steel frame supported on a plastic body which would be contrary to its teaching of a lightweight construction. *Taylor* does not disclose or teach a steel cab frame carried on a plastic cab floor.

In contrast to the design of automobiles where weight reduction and collision structural behavior is a predominant concern, in the design of tractors, such concerns are secondary to the concerns of overall ruggedness. One of skill in the art would not find the teachings of these reference to suggest the invention of claim 1 and dependent claims 2-14 and 16-18.

The Examiner next indicated the allowance of claims 19-34. Applicants acknowledge this allowance with appreciation.

Applicants assert that all claims are now in condition for allowance and request issuance of the application.

Respectfully submitted;

By 
Randall T. Erickson, Reg. No. 33,872

Randall T. Erickson
Polit & Erickson, L.L.C.
3333 Warrenville Road, Suite 520
Lisle, Illinois 60532
(630) 505-1460
Fax: (630) 505-1460